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RIVER AND MARITIME FLEET PLANS LAG;
SHIP-REPAIR WORK CRITICIZED

MARITIME FLEET FAILS TO COMPLETE FIRST-QUARTER PLAN -- Moscow, Morskoy
Flot, No 6, Jun 51

Freight turnover of maritime transport increased 6 percent between 1949
and 1950, 65 percent between 1940 and 1950. The 1950 hauling plan of the
Ministry of Maritime Fleet was completed 102.1 percent for tons and 105.5
percent for ton-miles.

In spite of these successes, many ship lines, ports, and ship repair
plants operated unsatisfactorily early in 1951, when the hauling plan for
the first quarter was completed only 93 percent for tons hauled, 95 percent
for ton-miles. Of the ministry's four main operational administrations, only
Glavyuzhflot (Main Administration of Southern Maritime Fleet) completed its
hauling plan, while the others, -- Glavsevzapflot (Main Administration of
Northwestern Maritime Fleet), Glavdal'flot (Main Administration of the Far
Eastern Maritime Fleet), and Glavnefteflot (Main Administration of Maritime
Tanker Fleet) -- failed to complete their first-quarter plans.

Unsatisfactory management of these main administrations and their
dispatching organizations is responsible for this lag in plan fulfillment.

The Caspian Tanker Ship Line, Far Eastern Ship Line, and Baltic Ship
Line operated especially unsatisfactorily in 1951. Ship sailings were
far behind schedule in the Baltic Ship Line. In January, 92 percent of the
Baltic Ship Line's vessels sailed behind schedule, in February 65 percent.

Heads of Glavdal'flot and of ports in this area did not properly prepare
the ports and tugboat fleets for work in winter conditions.

Industrial enterprises of the Ministry of the Maritime Fleet were also
responsible for the lag in plan fulfillment as they failed to complete repairs
on ships for the beginning of the 1951 navigation season. Glavmorprom (Main

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Administration of Maritime Shipbuilding Industry) of the Ministry of Maritime Fleet completed only 91 percent of its plan. The ship-repair plants continued to make poor use of the ship raising installations and failed to respond to repeated orders of the ministry to work the docks and ships two to three shifts a day.

Mainly responsible for the lag in ship repair during the first quarter 1951 are: Yefimov, chief of Glavmorprom, Rykacheva, chief of the Central Technical Administration, and Men'shikov, Deputy Minister of Maritime Fleet.

To improve fleet operations, ship turnover must be increased, loading and unloading operations must be organized according to more up-to-date methods, ship layover time in ports and ship-repair plants must be decreased, and discipline must be intensified in all phases of maritime transport.

RIVER FLEET FAILS TO COMPLETE THIRD-QUARTER PLAN -- Moscow, Rechnoy Transport, 5 Oct 51

A majority of ship lines and the Ministry of River Fleet on the whole failed to complete the hauling plan for the third quarter 1951. River traffic and the operation of ports and wharves was poorly organized, and many maintenance sections operated unsatisfactorily. A continued lag in hauling operations will result in nonfulfillment of the 1951 navigation plan of the Ministry of River Fleet.

Orders and instructions of the ministry are handled indifferently by its central departments and operational organizations, and the ministry itself has been disregarding plans for route maintenance. There is no coordination among the traffic, port, and maintenance organizations. Ships arrive at ports with only partial loads and then have a long layover before they are processed. In the ministry as a whole, only 76 percent of the ships have been dispatched according to schedule and only 72 percent reach their destinations in the time scheduled.

In spite of the fact that route maintenance work is lagging seriously behind schedule, the ministry is neglecting to increase the size of the dredging fleet, which is not keeping pace with the transport fleet and the ports. On the Volga, 40 percent of the dredges have but limited use and should undergo modifications but this work is postponed from year to year.

POOR COAL BLAMED FOR LAG IN NAVIGATION PLAN -- Moscow, Rechnoy Transport, 18 Sep 51

The navigation plan of the Lower Irtysh Ship Line cannot be completed in fall 1951 because of the ship line's inability to obtain a better grade of coal to operate its ships. The low grade of coal presently being used is very inefficient and sometimes cannot be used at all. Many freighters are forced to wait long periods in ports for suitable coal, and many passenger steamers are unable to maintain their schedules because of the low-quality fuel.

River vessels will soon have to leave the far northern areas and go to southern ports for the winter. This operation and the final stages of river hauling will be seriously hampered unless the ships are supplied with a higher-quality coal.

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Moscow, Rechnoy Transport, 5 Oct 51

As a result of a discussion between the Central Department of Fuel and Power, Ministry of River Fleet, and "Glavuglesbyt" (Main Administration of Coal Sales), steps were taken to carry out experiments to determine the suitability of Kuzbass coal for use by the river fleet. Fedotov, Deputy Minister of River Fleet, directed "Glavvostok" (Main Administration of River Fleet of Eastern Basins) and the Lower Irtysh Ship Line to establish a joint commission with "Kuzbassuglesbyt" (Kuzbass Coal Sales) to carry out the experiments. Grabenshchikov, chief of "Glavuglesbyt," ordered "Kuzbassuglesbyt" to cease coal shipments for the fleet from the "Krasnobsodskiy" mine until the end of the navigation season.

It was pointed out, however, that the Lower Irtysh Ship Line is not effectively using Kuznetsk coal in its fleet. The coal from the new mines and pits is not being used in the ships. The ship line should be using coal mixtures from various deposits of the Kuzbass in order to determine which types of coal can be used effectively in the river ships.

SHIP-REPAIR WORK BEHIND SCHEDULE -- Moscow, Rechnoy Transport, 13 Jul 51

Although the number of self-propelled and nonself-propelled river vessels being reconditioned and undergoing capital repair is increasing year by year, the established plan for this work is not being fulfilled.

This situation continues to exist in 1951. Ships are not being put into operation as scheduled. Enterprises of Glavyugoflot (Main Administration of River Fleet of Southern Basins), the Plant imeni Butyakov, Astrakhan' Plant imeni Lenin, and the "Pamyat' Parizhskoy Kommuny" Plant are far behind schedule, as are plants of Glavrechprom (Main Administration of River Ship-Building Industry), Glavvostok (Main Administration of River Fleet of Eastern Basins) and Glavtsentrolot (Main Administration of River Fleet of Central Basins). For example, plants of Glavrechprom were ten ships behind schedule at the beginning of July. Of the ships which have undergone capital repair or reconditioning, many are supplied with poor-quality accessories, by enterprises of both the Ministry of River Fleet and other ministries. Plans and documentation for vessels which are to undergo repair or reconditioning have not been drawn up by the responsible main administrations. Also, the main administrations have not paid sufficient attention to the quality of repair and modernization of the ships.

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